

SECRET//NOFORN

PROJECT SUN STREAK

WARNING NOTICE: INTELLIGENCE SOURCES AND METHODS INVOLVED

PROJECT NUMBER: ~~SEVEN~~ 15

SESSION NUMBER: 001

DATE OF SESSION: 15 March 89

DATE OF REPORT: 10 Apr 89

START: 1400

END: 1435

METHODOLOGY: CRV

VIEWER IDENTIFIER: 032

1. (S/NF/SK) MISSION: Report and describe successfully through Stage VI methodology on selected site.

2. (S/NF/SK) VIEWER TASKING: Encrypted coordinates 3222109/400817 (Fanwick Island Lighthouse).

3. (S/NF/SK) COMMENTS: Viewer successfully located, described dimensionally, and constructed a model of the site in question.

4. (S/NF/SK) EVALUATION:

HANDLE VIA SKEET CHANNELS ONLY

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CLASSIFIED BY: DIA (DT)
DECLASSIFY: OADR

SECRET

Q51589

V# 032

SL#1401

EF#1435

SUMMARY OF INFORMATION

Site is a structure. The predominant aspect of the structure is it's height. The structure is tall, with steep vertical sides (see sketches pages 4,5, and 5a). The structure has curved aspects as well as square corners and flat floors. The top of the structure seems to be pointed with some rounded, hollow structure below it (see sketch on page 8c). This top is hollow and it appears to be constructed of plastics, glass or ceramic materials. There are also exposed metal support structures inherent to the site -- AOL: looking like exposed building construction. There is something which sticks out of this top and swings around (AOL: making it look like an observatory).

All experienced were that of being well above ground -- pinned to the side of the structure, and looking down to the ground below.

The terrain surrounding the site slopes sharply away from the structure flowing into low ground and then climbing back into high ground some distance away from the structure. But the important aspect seems to be that the ground helps to elevate the structure (see sketch on page 8a).

There are annexes or attachments to the structure making the base wider than the rest of the structure. There is also an area of upper structure and lower structure.

SECRET

HANDEL VIA SKFET CHANNELS ONLY

AU - None
PI - yes
Tired

032
15 MAR 89
1900L

522109

400817

- A. up. down
across
spad.
- B. structure

322109

400817

- b. up. sharply
across

Hand

- B. structure

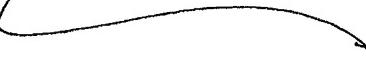
SZ

Gum
Black
Blue
White
Smooth
Rough
Polished

*52
line*

322109

400517



*A. Across
Rising
Sloping
Lower
Arc.*

B. Structure

52

*Smooth
Shiny
Flat
Point*

*Tall
Vortex*

*Stap
Vortex*

UV

*COL BREAK
Sky Scraper.*

322109

480512

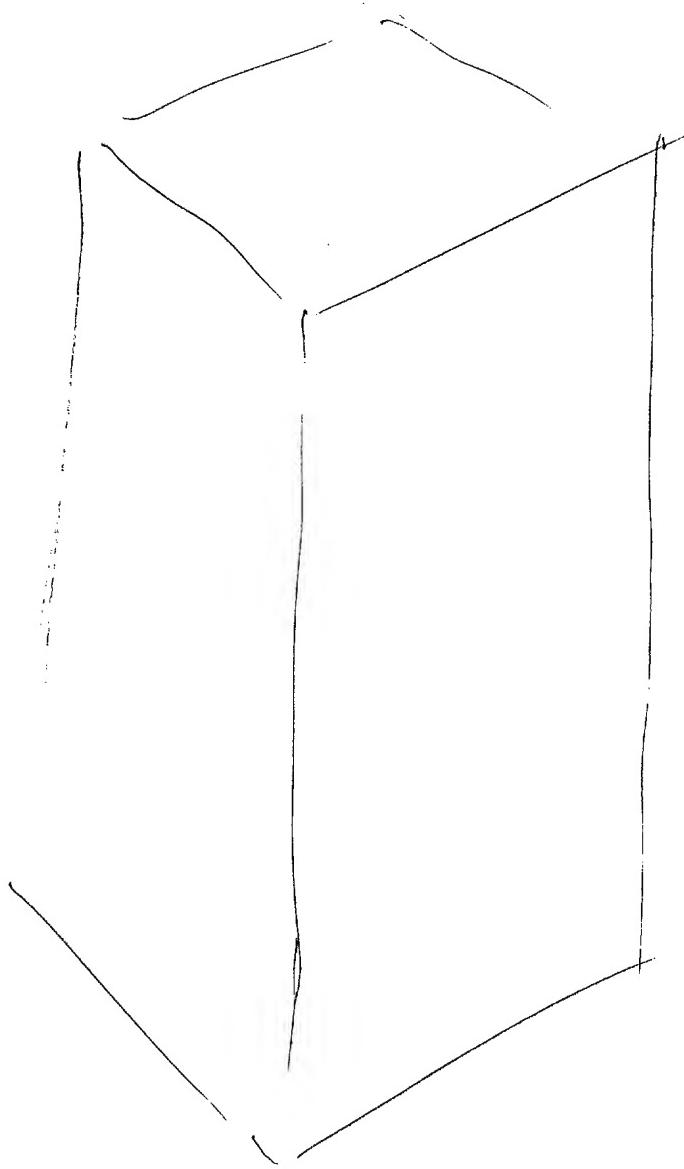
A. across
snowed
andrea
Stone.

B. Shewore.

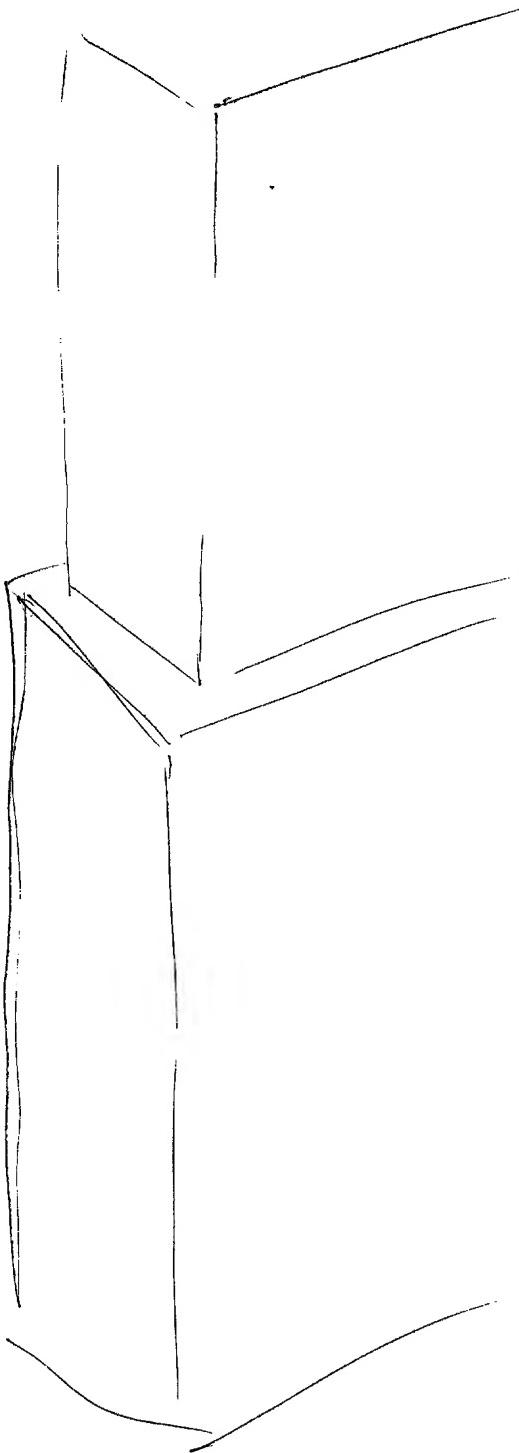
SP

Tall
Steve
Verthel
H.W.
Lara
Dennis
Shuf
Panther

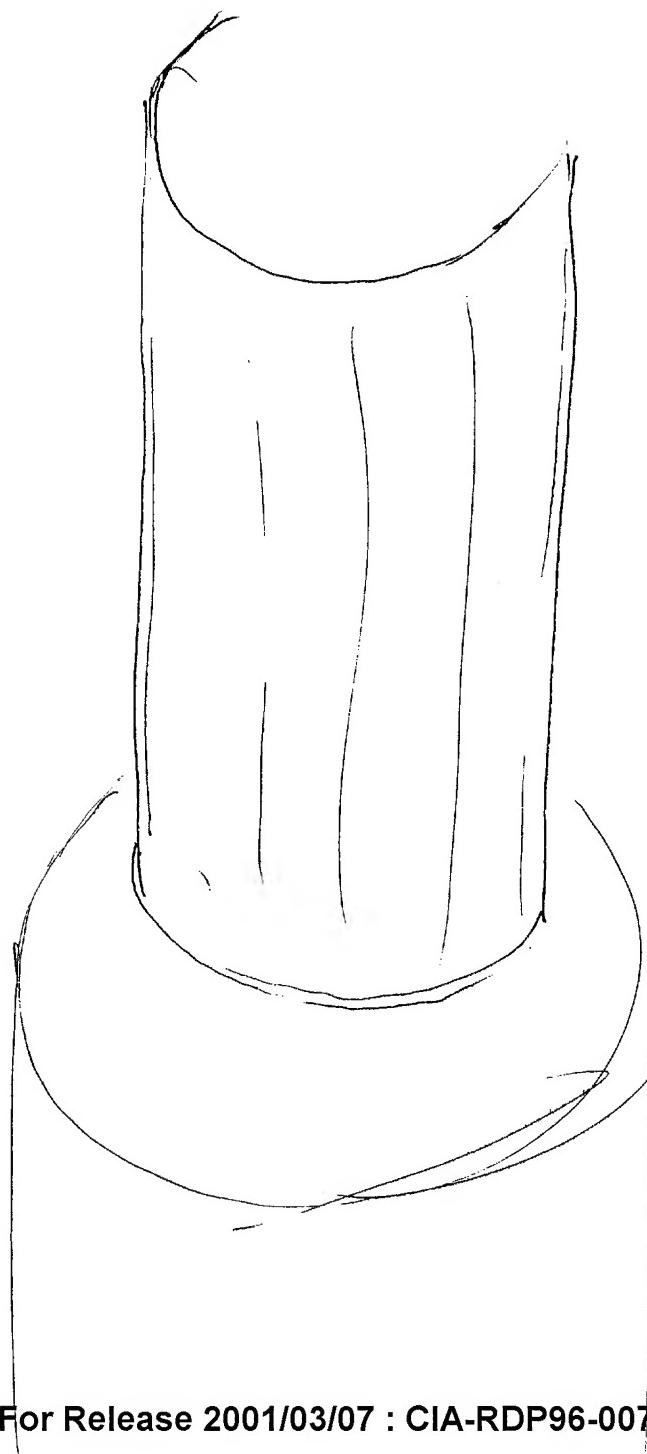
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52

D

AI

EI

T

I

AOC / AS

TAC
thin
H/H

perfect
bright
ld.
Walls
and

silver
vertical

at bush
make an ful
with ten otselfs
hooking down
cover silver
far
vertical follow.

Thel

sh/2

(atg)
floors

AOL
shiny
atg

S2

D

AI

II

T

I

POL/AS

DIGR
H/V
H/M

~~TRANSPARENCY~~

Reflection

SITE: Some tall structures; many floors or with great height. Very prominent with above everything else.

Poles

~~Supported~~
Supports.

Square
corners,
manned.

POL Break
under construction
Exposed
steel -
no walls.

S2

D

AI

EI

T

I

AOL / AS.

Broad BaseWider at Bottom
than the top.

Bld. wings -

Annex -

Additions

Continuations

lower structure
upper structure

cold.

round

points -

AOL Pkgs
factory.meches
dishes.
dish

TRANSFR

AOL
microwave

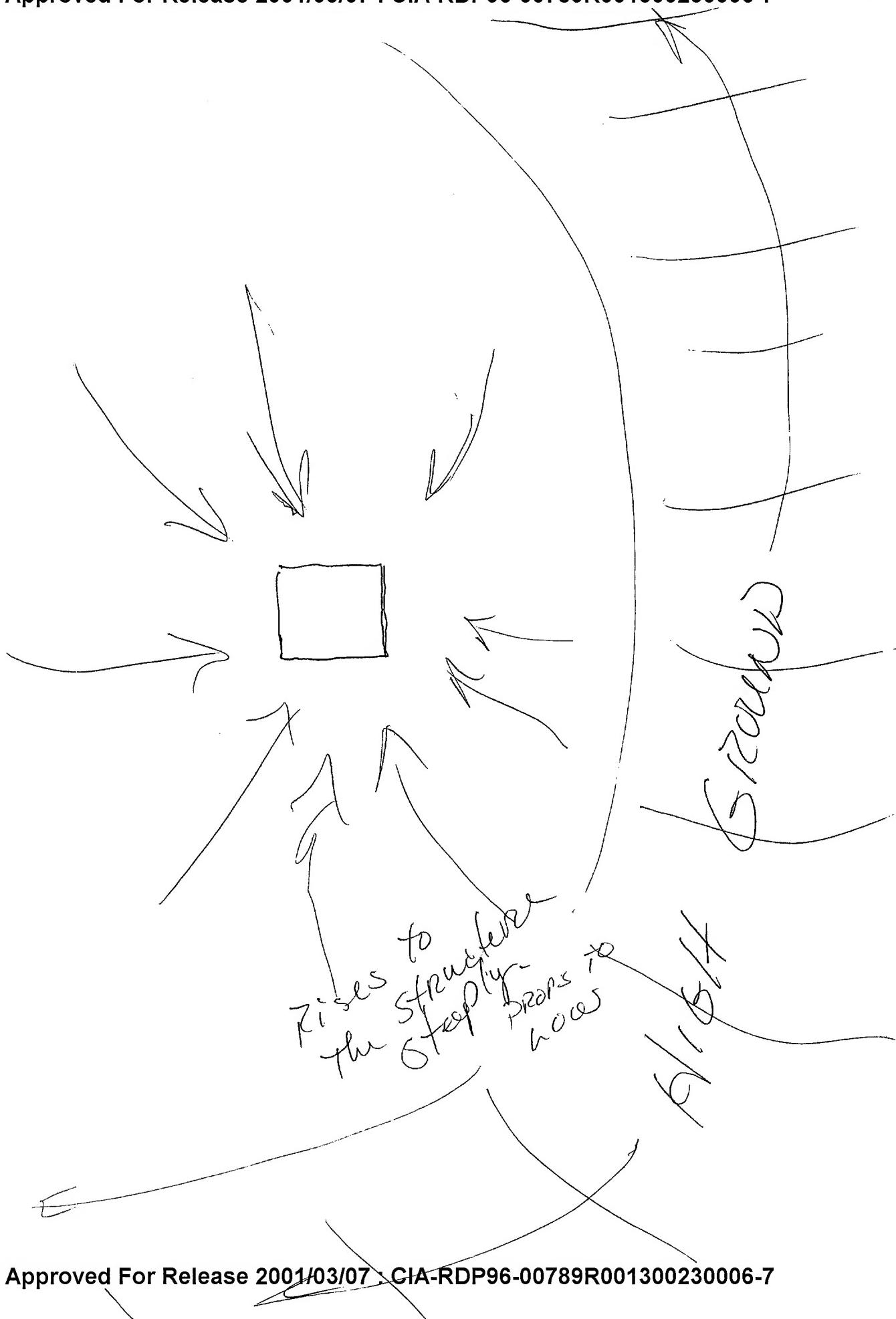
pointed.

metal

sharp

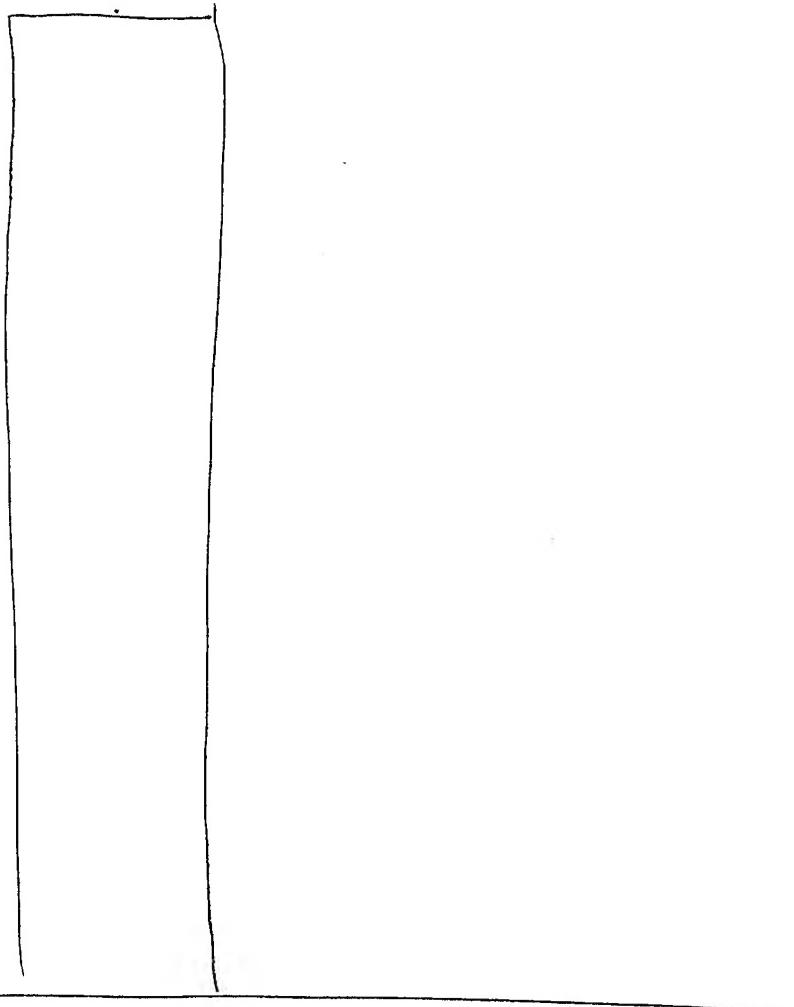
Hollow

Smooth
curve



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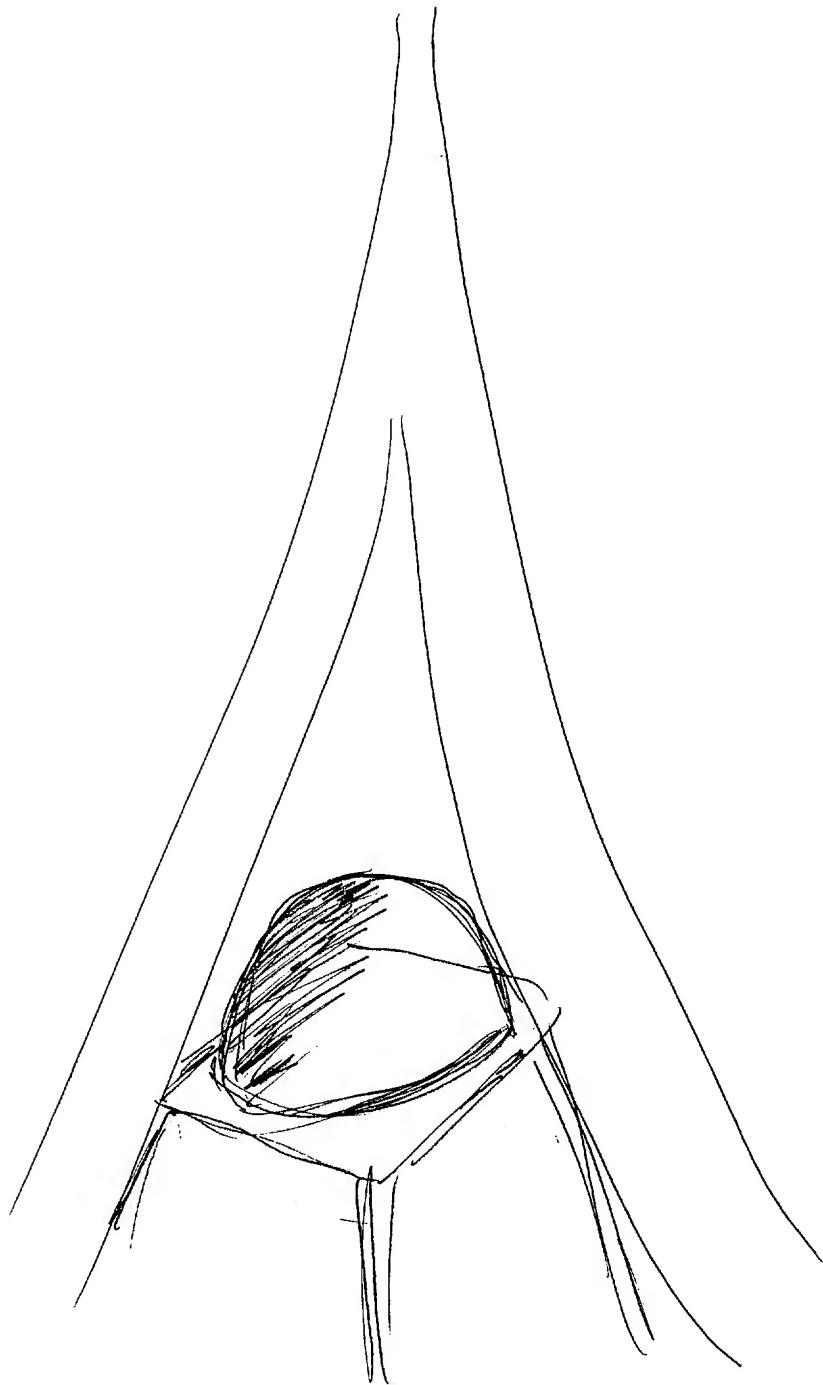
8b



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8C

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52

D

AI

EI

T

I

Acc AS

Road
Amen
Gover
~~Bent~~

1-

Follow

Pass
VTP
plus the
greenie.
glass

542 - something sticks out, swings
around. + ROTATION

BOLS

OBSEVATION

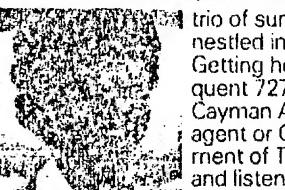
end
1435

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*Based on double occupancy.

**Based on double occupancy.
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Flash From The Past

Delaware's Fenwick Island Lighthouse, just north of Ocean City, Maryland, surveys a coast far different from the one it served in the 19th century. The sailing ships it once warned off the Fenwick shoals are no more. The Atlantic Ocean waters to the east are no longer a pressing maritime danger, and houses, motels, and development populate the once-empty land surrounding it. Still, its light burns on, flashing memories out to sea, out to anyone with an eye turned toward the past.

Built of brick in 1858-59, the white, 89-foot-tall lighthouse used whale oil, lard oil, mineral oil, and then later kerosene to keep its light strong and steady. The lighthouse keepers lived in two small cottages that stood nearby, making sure the light never winked out.

Today, an electric light blinks a message out to the dark, rolling ocean. Although its warning is outdated, the lighthouse is now owned by the state and maintained by the Friends of the Fenwick Island Lighthouse, a nonprofit organization. The Friends also operate a museum at its base during specific summer hours and by appointment.

The keepers' cottages still stand at the base, but there's another unusual feature there, also. A stone marker, leaning slightly askew, bears the colonial crests of Lord Baltimore and William Penn. This weathered stone is the first marker of the Transpeninsular Line. Although it's been mistakenly called part of the Mason-Dixon Line, local historians will tell you that colonial surveyors placed this marker in the ground in April 1751, some 12 to 13 years before Charles Mason and Jeremiah Dixon even set foot here.

Using the marker as a starting point, surveyors marked a 70-mile line across the peninsula from Fenwick Island to Taylor Island on Chesapeake Bay. They later set up 5-mile marker stones for 35 miles to a midpoint along this Transpeninsular Line. In the 1700's, this line, from midpoint to the Fenwick Island Lighthouse, was the southern boundary of William Penn's three lower counties, those destined to become Delaware. As a proud Delaware history buff will say of the venerable marker, "It's about the oldest marker anywhere around."

The lighthouse is just off State 1, via State 54 in Fenwick Island. To learn more about this historic spot, write to the Friends of the Fenwick Island Lighthouse, Box 6, Selbyville, Delaware 19975; or call (301) 527-9998 in the summer and (302) 436-8410 during other seasons.

